basically intended to curb any speculative hoarding of stocks in these circumstances and thereby to contain rise in prices.

Bank funds locked up in sick units

*252. DR. R. K. PODDAR:

SHRIMATI KANAK MUKHERJEE:

Will the Minister of FINANCE be pleased to state:

(a) whether it is a fact that funds of nationalised banks locked up in sick units rose by more than 136 per cent since 1980;

(b) if so, what are the reasons for such a steep rise and the total amount locked up in these industries; and

(c) what remedial measures have been taken by Government to recover the huge amount thus involved?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI JANARDHAN POOJARI): (a) to (c) The Reserve Bank of India has reported that the amount outstanding of 20 Nationalised Banks in sick industrial units was Rs. 1154.99 crores as at the end of December, 1980 and Rs 2803.08 crores (provisional) as at the end of December, 1986.

The Reserve Bank of India has also reported that several factors contribute to industrial sickness, these include improper project planning and implementation, obsolete machinery, delay in modernisation of units, managerial incompetence, mismanagement, power shortages, market constraints, labour problems, etc

Guidelines have been issued by the *RBI* to banks impressing upon them the need for monitoring the borrowal accounts and to draw up rehabilitation packages in respect of sick industrial units which are found to be potentially viable. Phased repayment of Bank's dues are contemplated in the packages which may contain reliefs/concessions like reduced rates of interest, funding of irregularities waiving of penal interest, etc. As regards non-viable units, banks resort to suitable action for the recovery of their dues which could include, inter-alia, sale of goods hypothecated to the bank and enforcing other security available to the bank against the borrower or the guarantors, if any

Import of aircraft and helicopters

*253. SHRI BHAGATRAM MANHAR:

SHRI BIR BHADRA PRATAP SINGH:

Will the Minister of COMMERCE be pleased to state:

(a) whether it is a fact that the import of aircraft and helicopters is highly restricted and if so, what are the broad rules and regulations under which the aircraft/helicopters can be imported;

(b) which are the Government agencies/private companies/individuals who have been allowed to import civil aircraft/helicopters during the last three years and the circumstances under which each import was allowed and the details of the aircraft/helicopters involved; and

(c) what are the details of import licences issued for aircraft/helicopters so far during the current year?

THE MINISTER OF FINANCE AND THE MINISTER OF COMMERCE (SHRI NARAYAN DATT TIWARI): (a) There is no specific provision in the import policy for import of aircraft and helicopters. Each case is examined on merits keeping in view the essentiality, indigenous availability, enduse and other relevant factors.

(b) and (c) An Annexure showing the details of import licences issued from January 1984 to date is laid on the Table of the House [*See* Appendix CXLIV, Annexure No 68.]